Demands of CGHS employees

*95. SHRI MOHD. KHALEELUR RAHMAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the CGHS employees have gone on an indefinite strike from the 7th March, 1990;

(b) if so, what are their demands;

(c) whether any agreement was reached with the All India CGHS Employees' Association on the 3rd June, 1988; and

(d) if so, what are the details thereof together with the reasons for not implementing the same ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI NILAMANI ROUTRAY) : (a) Yes, Sir.

(b) The main demands of the CGHS employees are:

(i) Promotional avenues for Group 'C' and 'D' employees.

(ii) Grant of Patient care Allowance.

(c) and (d) Though no formal agreement was entered into, yet, discussions were held at various levels with the representatives of CGHS Employees' Association regarding their promotional avenues. In pursuance of these discussions, action has been initiated in consultation with Department of Personnel and Ministry of Finance to formulate proposals. The other major demand relating to payment of patient care allowance referred to a Committee of Experts whose report, received on 15-3-1990, is under examination.

Power cut imposed by the Andhra Pradesh Government

*96. SHRI PUTTAPAGA RADHAKRISHNA : Will the Minister of ENERGY be pleased to state:

(a) whether the Union Government are aware of the powercut imposed by the Government of Andhra Pradesh recently; and

(b) if so, whether any steps are proposed to be taken by the Union Government to help the consumers in general and the farmers in particular ?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN) : (a) and (b) The power cuts in force in Andhra Pradesh during March, 1990 are as under:—

	% Demand Cut	% Energy Cut
All HT consumers with contract demand		
—between 500 KVA and 10,000 KVA	35	40
—10,000 KVA and above	55	60

At present, agricultural consumers are being supplied power for about 13 hours per day, which is normally adequate to meet the requirement of this sector.

In order to improve the availability of power in the State, various measures are being taken which include expediting commissioning of new capacities, optimum utilisation of existing capacities, reduction in transmission and distribution losses and implementation of Renovation and Modernisation Programme of

thermal power stations, intensive monitoring of the grid operations and day to day coordination of supply of power from various sources of generation etc. In addition, Andhra Pradesh is also entitled to its share from the Central generating stations in the region. Assistance is also being provided to Andhra Pradesh from the neighbouring States depending upon the system conditions.

Collection of advances for Maruti 1000 cc Car

*97. SHRI SHIV PRATAP MISHRA:
DR. BAPU KALDATE:

Will the Minister of INDUSTRY be pleased to state:

(a) whether it is a fact that M/s. Maruti Udyog Limited have been permitted to manufacture Maruti 1000 cc, a luxury car;

(b) whether M/s. Maruti Udyog Limited have been collecting advances from the prospective purchasers of these cars;

(c) if so, what is the amount collected so far and what amount of interest has been earned by the Company thereon; and

(d) whether M/s. Maruti Udyog Limited have also called for the Income-tax numbers from the applicants alongwith the advances ?

THE MINISTER OF INDUSTRY (SHRI AJIT SINGH): (a) to (d) Maruti Udyog Limited has been permitted to manufacture 1000 cc 3-Box Car. The MUL collected customer bookings from 14th November to 16th December, 1989 for the above Car. The initial deposit collected per booking was Rs. 25,000. The total bookings received were 2,51,387 and the total amount received was Rs. 628·46 crores. The total bookings being retained are 25,000 only for which an amount of Rs. 62·50 crores is being retained. Because of the short duration of the deposits, the interest earnings are expected to be in the region of Rs. 18 to 20 crores. MUL did not call for their Income tax numbers from the applicants.

Alternative Airport at Cochin

*98. SHRI E. BALANANDAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government propose to consider the long pending demand for an alternative airport for Cochin which is the industrial centre of Kerala;

(b) if so, what are the details thereof; and

(c) if not, what are the reasons therefor ?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN) : (a) to (c) Government have examined the following options for upgradation of the Cochin airport :—

(i) Extending the main runway of the airport by 2000 feet and strengthening the same for Airbus operations;

(ii) Realignment of the secondary runway presently used for Naval operations and extending it by 5000 feet; and

(iii) Construction of a new airport at an alternative site.

2. Of these options, the construction of a new airport is not considered to be a feasible proposition both because of the non-availability of suitable land as well as the very high cost of the project. Of the other two options, the second